**Amendments to the Specification:**

Please amend the specification as follows:

*Please replace the paragraph starting at page 7, line 7, with the following:*

Next, the air conditioner computer 7 determines whether or not the air conditioner is in a state where a control to change the first target temperature T1 is requested (Step S50). Then, in the case of YES, the engine computer 9 determines whether or not the requested control is an acceleration control (Step S60). Then, in the case of the acceleration control, the air conditioner computer 7 sets $T1 + \alpha (\alpha > 0)$ ~~T1+,, (,,>0)~~ as the second target temperature (Step S70).

*Please replace the paragraph starting at page 7, line 21, with the following:*

Note that, when it has been determined in Step S50 that the air conditioner is not in a state where the control to change the first target temperature is to be performed, the routine proceeds to Step S80, where the duty ratio is calculated based on the first target temperature T1. Moreover, in the case of NO (that is, deceleration control) in Step S60, $T1 - \alpha$ ~~T1-,,~~ is set as the second target temperature (Step S110), and in Step S80, the duty ratio is calculated based on this second target temperature.

*Please replace the paragraph starting at page 8, line 10, with the following:*

Note that, in the case of performing the control directly by the duty ratio without raising the first target temperature, it is difficult to calculate an appropriate duty ratio. Accordingly, it is sometimes possible that an actual temperature of the blown-out air from the evaporator 6 overshoots to raise room air temperature, thereby damaging the comfortableness. As opposed to this, in the present invention, the temperature of the blown-out air from the evaporator 6 does not exceed $T1 + \alpha$ ~~T1+,,;~~ and accordingly, the comfortableness is not damaged.

*Please replace the paragraph starting at page 10, line 3, with the following:*

Accordingly, in the second embodiment, the second target temperature is set as $T1 + \alpha$ ~~T1+,,~~ only during a predetermined time when the vehicle or the power source for driving the vehicle enters into a low-speed state, and the power consumption of the variable capacity compressor 1 is thus reduced. On the other hand, ~~contrary,~~ the second target temperature is set as $T1 - \alpha$ ~~T1-,,~~ only during a predetermined time when the vehicle or the power source for driving the vehicle enters into a high-speed state, and the cooling power is thus recovered.

*Please replace the paragraph starting at page 11, line 15, with the following:*

Next, the engine computer 9 determines whether or not the vehicle speed is in a state of ~~the~~ low speed equal to or less than a predetermined speed (Step S290). When the vehicle speed is low, the air conditioner computer 7 sets $T1 + \alpha (\alpha > 0)$ ~~T1+,, (,,>0)~~ as the second target temperature (Step S300).

*Please replace the paragraph starting at page 12, line 5, with the following:*

Note that, when the vehicle speed is larger than the predetermined speed (high-speed state), the determination is made as NO in Step S290, the air conditioner computer 7 sets ~~T1-,,~~ $T1 - \alpha$ as the second target temperature (Step S340), and in Step S310, the duty ratio is calculated based on this second target temperature.

*Please replace the paragraph starting at page 12, line 16, with the following:*

As described above, in the second embodiment, at the time of ~~the~~ low speed, when the lowering rate of the fuel consumption is increased, the second target temperature is set higher by the predetermined temperature than the first target temperature T1 calculated based on the set temperature. In such a way, the power consumption of the variable capacity compressor 1 is reduced, and the fuel consumption is improved. Moreover, the second target temperature of the blown-out air from the evaporator 6 does not exceed $T1 + \alpha$ ~~T1+,,,~~ and accordingly, the comfortableness is not damaged.

*Please replace the paragraph starting at page 13, line 13, with the following:*

Accordingly, in the third embodiment, the second target temperature is set as ~~T1+,,~~ $T1 + \alpha$ when the actual temperature T2 becomes equal to the first target temperature T1, and an amount of the overshoot is thus reduced to make extra power consumption of the variable capacity compressor 1 reduced.

*Please replace the paragraph starting at page 14, line 16, with the following:*

Next, the air conditioner computer 7 determines whether or not the actual temperature T2 is higher than the first target temperature T1 (Step S470). In the case of NO, it is determined whether or not the air conditioner is in a state capable of entering into the control to raise the first target temperature (Step S480). Specifically, the air conditioner computer 7 determines whether or not the flag entering into the control is set and the flag releasing the control is cleared, and whether or not other conditions are satisfied. In the case of YES, the air conditioner computer 7 sets $T1 + \alpha (\alpha > 0)$ ~~T1+,, (,,>0)~~ as the second target temperature

(Step S490), and sets the flag releasing the control to raise the first target temperature (Step S500).

*Please replace the paragraphs starting at page 15, line 21, and ending at page 16, line 14 with the following:*

FIG. 6 is a graph showing changes of the actual temperature T2, the first target temperature T1, and the duty ratio, in which an axis of abscissas represents the time, and an axis of ordinates represents the temperature and the duty ratio. The actual temperature T2, the first target temperature T1, and the duty ratio in the third embodiment are shown by solid lines, and the actual temperature T2, the first target temperature T1, and the duty ratio in the conventional technology are shown by broken lines. It is seen that, while the first target temperature is constant in the conventional technology, in the third embodiment, the second target temperature becomes T1 + $\alpha$ ~~T1+,,~~ immediately before the actual temperature T2 becomes equal to the first target temperature T1, and a time t1 during which the overshoot occurs gets shorter than a conventional overshoot time t2. In such a way, the duty ratio of the third embodiment differs from the conventional case during the time t2, and the extra power consumption of the variable capacity compressor 1 is reduced.

Note that the second target temperature of the blown-out air from the evaporator 6 does not exceed T1 + $\alpha$ ~~T1+,,,~~ and accordingly, the comfortableness is not damaged.

*Please replace the paragraph starting at page 17, line 6, with the following:*

Accordingly, in the fourth embodiment, when the vehicle turns into the idle state, the first target temperature is raised step by step, and a time by which the duty ratio approaches the maximum value is delayed. In such a way, when the vehicle turns again into the running state, the variable capacity compressor 1 is made to enter into the controlled range rapidly, and the extra power consumption of the variable capacity compressor 1 is reduced.

*Please replace the paragraph starting at page 19, line 5, with the following:*

Next, the air conditioner computer 7 ~~computer7~~ determines whether or not the second target temperature is equal to or more than the maximum temperature T3 capable of ensuring the lowest dehumidification level (Step S740). In the case of YES, Tup is set at 0 (Step S750). In the case of NO, the duty ratio of the ECV 2 is calculated based on the second target temperature without changing Tup (Step S760).